

INTIMATIONS

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, STRAITS, &c., &c., 1896.

With which is incorporated THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE, and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Peking to Valdivia, in which European reside.

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GINGERADE.

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A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

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DEATHS.

At Shanghai, on the 28th June, FERNANDO HICKSON, Manager of the Russo-Chinese Bank, aged 40 years.

At Hongkong, on the 25th June, WILLIAM BRADY, of Shanghai.

The Daily Press.

HONGKONG, JULY 14, 1896.

In another column we publish an interesting communication from the Right Rev. Bishop CHAMBERS, of Canton, narrating a cure of plague effected by Dr. YERSIN by means of a hypodermic injection of a liquid which we suppose to be a serum obtained by the cultivation of the plague bacillus.

The discovery of a remedy for the scourge which visited Hongkong in 1894, and again this year, which threatens the whole of Asia, is one of immense importance and if it is found to stand the test of scientific examination Dr. YERSIN, the discoverer, will take rank with the greatest benefactors of the race. Bishop CHAMBERS gives a plain and straightforward account of what came under his own observation, but his narrative, standing alone, will not be accepted by scientists as absolutely conclusive. A boy in a Roman Catholic school at Canton was attacked with what was supposed to be plague, one of the symptoms being a bubo. In the afternoon Dr. YERSIN happened to call upon his notice, an injection of the curative serum was made, and next morning the patient was well. The question naturally suggests itself whether the case was one of plague or not, and whether there might not have been a mistake in the diagnosis. More than one case will have to be successfully treated, and under independent medical observation, before the remedy can be regarded as satisfactorily established, and we trust that in Hongkong every opportunity will be afforded Dr. YERSIN to test the value of his discovery by practical experiment. The Canton case proves at least that the treatment is attended with no danger to the patient, so that there need be no hesitation on that score.

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know whether he had applied to the medical authorities in this colony and been refused, though the fact that he had been for some time in the colony and had not found the opportunity he was in search of would seem to point to that conclusion. It will readily be understood that there is a certain amount of responsibility incurred in subjecting a human being to the test of an experiment with an unproved cure, and the medical authorities of Hongkong might easily shrink from allowing Dr. YERSIN to inject what he himself calls the venom of the plague bacillus into a patient under their care. The Canton case shows, however, that this may be done with safety, that whether it cures the patient or not it will at least do him no harm, and in the interests of science, humanity, and of the material interests of this colony every opportunity ought to be afforded the discoverer of putting his discovery to the practical test of hospital practice.

The Cantonese are generally credited with being among the most rowdy and turbulent of the peoples inhabiting the Eighteen Provinces of the Chinese Empire; and there is no doubt that they are as restless and as impatient of control as any of the Chinese races, not even excepting the fiery Hunanese. They will, as a rule, stand less from the mandarins than the natives of other provinces, and when the squeezes are made too burdensome they are quick to revolt. This is well known, and care has to be exercised by the Viceroy and his satellites not to add the lost straw that will suffice to break down their endurance. Time was, too, when the Two Kwang were the chosen haunts of pirates, who were a terror in all the southern seas from Amoy to Yunnan, including the Philippines, Borneo, Malay Peninsula, &c. The establishment of the British sea power in these waters, however, soon proved the destruction of piracy, British gunboats making it so warm for these freebooters that in the end they practically disappeared, or became merged in the population pursuing lawful avocations afloat. That the old freebooting spirit still survives among many who are now apparently peaceful traders and fishermen we occasionally get startling proofs in some unexpected and daring act of piracy on the high seas or along the coast. But the Cantonese have to a large extent redeemed their character from the charge of lawlessness during the past twenty years, and they certainly will not compare in this respect with the account recently given of the natives of Chili. Since the vigorous hands of Li HUNG-CHANG dropped the reins of power as Viceroy, things have gone to leeward in some respects at Tientsin. Notably is this the case in the control of rowdies. The local paper, alluding to this circumstance, says that under the present régime "organized bands of thieves are rampant everywhere, and those who are aware of the difficulties of the trade of the port are encountering through the depredations of thieves almost despair of carrying on business at all. At the Bar the Customs are unable to keep a staff at present; and the consequence is that each steamer is surrounded by fishing boats, packed with thieves; under the pretence of taking passengers, the robbing of cargo begins. At Tong-ku the thieves are still bolder, and terrorize clerks, crews of steamers, and lighters. At Tai-tai-kan the wholesale robbery baffles description. One steamer the other day had her saloon furniture marched off, including a good clock; ruthlessly torn from its fixings; another vessel lost the Chinese saloon dining table; while ropes, brass, and bags of cargo walk off hourly." This is a condition of affairs which at no time prevailed at Canton, and it is most disgraceful that it should be permitted at Tientsin for a single day. If the provincial authorities cannot preserve order at Tientsin and along the Peiho, the Treaty Powers should police both river and ports by their gunboats and give short shrift to these marauders. A very few examples of the robbers being hoisted to the yard arm would suffice to read a whole lesson to the population.

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The Cantonese are generally credited with being among the most rowdy and turbulent of the peoples inhabiting the Eighteen Provinces of the Chinese Empire; and there is no doubt that they are as restless and as impatient of control as any of the Chinese races, not even excepting the fiery Hunanese. They will, as a rule, stand less from the mandarins than the natives of other provinces, and when the squeezes are made too burdensome they are quick to revolt. This is well known, and care has to be exercised by the Viceroy and his satellites not to add the lost straw that will suffice to break down their endurance. Time was, too, when the Two Kwang were the chosen haunts of pirates, who were a terror in all the southern seas from Amoy to Yunnan, including the Philippines, Borneo, Malay Peninsula, &c. The establishment of the British sea power in these waters, however, soon proved the destruction of piracy, British gunboats making it so warm for these freebooters that in the end they practically disappeared, or became merged in the population pursuing lawful avocations afloat. That the old freebooting spirit still survives among many who are now apparently peaceful traders and fishermen we occasionally get startling proofs in some unexpected and daring act of piracy on the high seas or along the coast. But the Cantonese have to a large extent redeemed their character from the charge of lawlessness during the past twenty years, and they certainly will not compare in this respect with the account recently given of the natives of Chili. Since the vigorous hands of Li HUNG-CHANG dropped the reins of power as Viceroy, things have gone to leeward in some respects at Tientsin. Notably is this the case in the control of rowdies. The local paper, alluding to this circumstance, says that under the present régime "organized bands of thieves are rampant everywhere, and those who are aware of the difficulties of the trade of the port are encountering through the depredations of thieves almost despair of carrying on business at all. At the Bar the Customs are unable to keep a staff at present; and the consequence is that each steamer is surrounded by fishing boats, packed with thieves; under the pretence of taking passengers, the robbing of cargo begins. At Tong-ku the thieves are still bolder, and terrorize clerks, crews of steamers, and lighters. At Tai-tai-kan the wholesale robbery baffles description. One steamer the other day had her saloon furniture marched off, including a good clock; ruthlessly torn from its fixings; another vessel lost the Chinese saloon dining table; while ropes, brass, and bags of cargo walk off hourly." This is a condition of affairs which at no time prevailed at Canton, and it is most disgraceful that it should be permitted at Tientsin for a single day. If the provincial authorities cannot preserve order at Tientsin and along the Peiho, the Treaty Powers should police both river and ports by their gunboats and give short shrift to these marauders. A very few examples of the robbers being hoisted to the yard arm would suffice to read a whole lesson to the population.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

ITALY IN AFRICA.

A number of Italian troops are being recalled from East Africa.

REINFORCEMENTS FOR MASHONOLAND.

The steamer Arab has sailed from Cape Town with a body of mounted infantry and artillery for Fort Salisbury by Beira.

[FROM HAITIEN PAPERS].

DEATH OF GENERAL BIERRE DE L'ISLE.

General Bierre de l'Isle is dead.

GREAT STRIKE IN ST. PETERSBURG.

Forty thousands hands employed in the spinning mills of St. Petersburg have gone out on strike.

SUPREME COURT.

30th June.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR DR. CABBINGTON (CHIEF JUSTICE).

THE CHARGE OF ATTEMPTED BRIBERY—AN ACCUSATION.

Lau Ching was charged with attempting to bribe John Rennie, a Sanitary Board Inspector.

Hon. H. E. Pollock (Attorney-General), instructed by Mr. A. B. Johnson (Crown Solicitor), presented and Mr. R. Robinson (Assistant Solicitor-General) supported the charge.

The information had been sent to the Crown by the Sanitary Board Inspector, Lau Ching, who was charged with attempting to bribe John Rennie, a Sanitary Board Inspector.

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NOTICE TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (Florence and Rubeano United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LETIMBERO"

Having arrived from the above ports, Consignees of Goods by her are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the 2nd July will be subject to suit.

For Freight or Passage, apply to

Agents, HONGKONG, 26th June, 1898.

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBRO, LONDON, AND STRAITS.

THE Steamship

"GLENESK"

Having arrived from the above ports, Consignees of Goods by her are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

No Claims will be admitted after the 2nd July will be subject to suit.

For Freight or Passage, apply to

Agents, HONGKONG, 26th June, 1898.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Goods by the above-named vessel are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

No Claims will be admitted after the 2nd July will be subject to suit.

For Freight or Passage, apply to

Agents, HONGKONG, 26th June, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Steamship

"KAISOW"

Having arrived from the above ports, Consignees of Goods by her are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

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For Freight or Passage, apply to

Agents, HONGKONG, 26th June, 1898.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE AFOAR"

Having arrived from the above ports, Consignees of Goods by her are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

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For Freight or Passage, apply to

Agents, HONGKONG, 26th June, 1898.

"PINILLOS" LINE OF STEAMERS.

FROM LIVERPOOL AND SPANISH PORTS.

THE Steamship

"BARCELONA"

Consignees of Goods by the above-named vessel are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

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For Freight or Passage, apply to

Agents, HONGKONG, 26th June, 1898.

VESSLS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CHANGSHA"

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Agents, HONGKONG, 26th June, 1898.

FOR CHEFOO.

THE Steamship

"BRUNHILDE"

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VESSLS ON THE BERTH

NORDEUTSCHER LLOYD.

NOTICE

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI

(Passing through the Inland Sea)

THE Steamship

"HOFENZOLLEN"

Having arrived from the above ports, Consignees of Goods by her are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

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Agents, HONGKONG, 26th June, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY (DIRECT) AND ADELAIDE.

THE Steamship

"GUTHRIE"

Having arrived from the above ports, Consignees of Goods by her are hereby informed that their goods are being landed at their risk into the Godowns of the Warehouse and Storage Company, Limited, Warehouse, whence delivery may be obtained.

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FOR CHEFOO AND TIENTSIN.

THE Steamship

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NORDEUTSCHER LLOYD.

NOTICE

STEAM TO SHANGHAI

THE Company's Steamship

"PREUSSEN"

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Agents, HONGKONG, 26th June, 1898.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgian (via Nagasaki, Kobe, Yokohama, and Honolulu) SUNDAY, July 5, 1898, at DAYLIGHT.

Cornia (via Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, July 11, 1898, at NOON.

Garlic (via Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, August 8, 1898, at NOON.

THE Company's Steamship "BELG" will be dispatched for SAN FRANCISCO, OAKLAND, SAN JOSE, and HONOLULU, on SUNDAY, the 5th July, 1898, at DAYLIGHT, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices, accompanying Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

HONGKONG, 1st July, 1898.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

NOTICE

STEAM TO SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DELHI, EGYPT, SUEZ, PORT SAID, PANAMA, AND BLACK SEA PORTS.

ON WEDNESDAY, the 8th July, at Noon, the Company's Steamship "OCEANIC", Captain S. J. van Buren, will leave this Port for MARSEILLES via port of call WITHOUT TRANSHIPMENT.

Cargo and Goods will be registered for London, and will be carried by the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Special and Parole until 5 p.m. on the 7th July. (Parole are not to be sent on board they must be left at the Agency's Office) Consignees and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

HONGKONG, 26th June, 1898.

VESSLS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CHANGSHA"

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